

Date: Wed, 10 Aug 94 23:43:26 PDT  
From: Info-Hams Mailing List and Newsgroup <info-hams@ucsd.edu>  
Errors-To: Info-Hams-Errors@UCSD.Edu  
Reply-To: Info-Hams@UCSD.Edu  
Precedence: Bulk  
Subject: Info-Hams Digest V94 #897  
To: Info-Hams

Info-Hams Digest                      Wed, 10 Aug 94                      Volume 94 : Issue    897

Today's Topics:

                    Bay Area Livermore hamfest  
                    call signs on marine vhf  
                    Icom 735 Production Run  
                    Need software for MFJ-1224  
    Need some help with the design of an Operational Amplifier  
                    Santa Cruz radio freqs  
                    Vanity Callsign Update ???  
    What HF antenna for Ford Explorer? (2 msgs)  
                    Which code learning method? Why?  
                    Which HAM callsign CD ROM is best?

Send Replies or notes for publication to: <Info-Hams@UCSD.Edu>  
Send subscription requests to: <Info-Hams-REQUEST@UCSD.Edu>  
Problems you can't solve otherwise to brian@ucsd.edu.

Archives of past issues of the Info-Hams Digest are available  
(by FTP only) from UCSD.Edu in directory "mailarchives/info-hams".

We trust that readers are intelligent enough to realize that all text  
herein consists of personal comments and does not represent the official  
policies or positions of any party. Your mileage may vary. So there.

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Date: Fri, 5 Aug 1994 15:40:17 GMT  
From: lll-winken.llnl.gov!overload.lbl.gov!agate!library.ucla.edu!csulb.edu!  
csus.edu!netcom.com!dparker@ames.arpa  
Subject: Bay Area Livermore hamfest  
To: info-hams@ucsd.edu

David Adams (dave@flowserver.stem.com) wrote:  
: Greetings! Can anyone provide times and directions to the Livermore  
: swap this saturday at Los Positas College? I am coming from the  
  
: Mountain View area. Thanx.

Its on SUNDAY not Saturday!

Take I580 east to the Airway Blvd exit and follow the signs to Los Positas College. (north side of the freeway) Its starts at 6:30 am.

SeeYa there!~

Dave

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*****
* Dave Parker   = KD6RRS =
* Tracy, California, USA
* Internet e-mail: dparker@netcom.com
* Packet: KD6RRS@WA6YHJ.#NOCAL.CA.USA.NA
*****
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Date: 10 Aug 1994 16:05:50 GMT  
From: dog.ee.lbl.gov!agate!darkstar.UCSC.EDU!news.hal.COM!olivea!  
channel.ecst.csuchico.edu!yeshua.marcam.com!zip.eecs.umich.edu!  
newsxfer.itd.umich.edu!europa.eng.gtefsd.com!@ihnp4.ucsd.edu  
Subject: call signs on marine vhf  
To: info-hams@ucsd.edu

In article <08081994.184904@kaster.cts.com> tbear@kaster.cts.com (Tbear) writes:  
> Once I get my ham license from the FCC which call signs do I use when  
>using the marine band VHF on my boat?Should I use the call sign I was issued  
>when I registered the radio or should I use the call sign that the FCC will  
>be sending me for amateur radio use?Thanx in advance.  
>  
> Lou Wasmund  
> Tbear@kaster.cts.com

Your station license will have a call sign, which you will use along with your vessel name. (e.g.: Sorceress, Sorceress, this is Sweet Sophie, WAH8930)

David Mitchell, KI7WW YN5NPM GROL  
david.mitchell@aldus.com davidm@bosia.org  
Aldus Corporation Bainbridge Ometepe Sister Islands Association

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Date: Wed, 10 Aug 1994 16:18:24 GMT  
From: ihnp4.ucsd.edu!agate!howland.reston.ans.net!europa.eng.gtefsd.com!  
uhog.mit.edu!news.kei.com!world!news.bu.edu!gw1.att.com!nntpa!not-for-  
mail@network.ucsd.edu  
Subject: Icom 735 Production Run

To: info-hams@ucsd.edu

-----  
Date: Wed, 10 Aug 1994 16:25:28 GMT  
From: dog.ee.lbl.gov!agate!darkstar.UCSC.EDU!news.hal.COM!olivea!  
charnel.ecst.csuchico.edu!nic-nac.CSU.net!usc!elroy.jpl.nasa.gov!swrinde!gatech!  
newsxfer.itd.umich.edu!jobone!@@ihnp4.ucsd.edu  
Subject: Need software for MFJ-1224  
To: info-hams@ucsd.edu

I have picked-up an MFJ-1244 RTTY/CW interface. It requires special software on the PC to use it. Does anyone know what software will work with it and where I can get it?

Thanks!!

73 de N4IZO - Mike

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+-----+
| Disclamer:                               |
| Opinions stated above are my own and do |
| not reflect those of Wayne State Univ., |
| Ford motor company, or any other        |
| organization.                            |
|                                           |
| Mike Blake   blake@chaos.eng.wayne.edu   |
|               blake@pt5000.pto.ford.com  |
|               n4izo@hamgate.cc.wayne.edu |
| Packet      n4izo@wsu.n8fow.ampr.org     |
|                                           |
+-----+
```

-----  
Date: 10 Aug 1994 04:32:21 GMT  
From: ihnp4.ucsd.edu!dog.ee.lbl.gov!agate!howland.reston.ans.net!swrinde!  
news.uh.edu!Jane.UH.EDU!ST4J9@network.ucsd.edu  
Subject: Need some help with the design of an Operational Amplifier  
To: info-hams@ucsd.edu

In article <1994Aug9.001746.70245@kuhub.cc.ukans.edu>, christos@kuhub.cc.ukans.edu writes:

>hello there,

>

> I have a question concerning design of a simple amplifier using

>operational amplifiers. I am simply designing a noninverting amplifier with a  
>gain of 2, that is  $R1=R2$  ( Closed Loop Gain= $(1+R2/R1)$  ). No matter what I apply  
>to the input of the amp the output always saturates to -11 Volts. Even if no  
>input is applied the output still gives a -11V.  
>The voltages that I am applying to the Vcc+ and Vcc- of the op amp are +12V and  
>-12V respectively. I am using the LM 741 opamp for this application.

>  
> Does anybody in this group happen to know what the problem might be?

>  
>  
> I would appreciate any relevant response.

>  
>Please e-mail.

>  
>Thanks in advance

>  
>Chris

    This may sound like the obvious, but check to make sure that the feedback  
network is connected to the output and the inverting input of the 741

^^^^^^^^^^

73's de kb5pgy

-----  
Date: 6 Aug 1994 21:54:03 -0700  
From: juniper.almaden.ibm.com!garlic.com!garlic.com!not-for-mail@uunet.uu.net  
Subject: Santa Cruz radio freqs  
To: info-hams@ucsd.edu

I will be moving to Santa Cruz in the fall and I was hoping that someone  
here could give me a list of repeater frequencies for the local area and  
if possible some comments on the repeaters.

BTW: any information on police/fire freqs in the santa cruz area will be  
appreciated.

Thanks in Advance

--  
-- David Wiedenmann      "Man is a biodegradable but nonrecyclable animal    --  
--        KD6TEC            blessed with opposable thumbs capable of grasp-    --  
-- dwied@garlic.com       ing at straws"            --Bernard Rosenberg       --  
-----        This message printed upon 100% recycled electrons       -----

-----  
Date: Wed, 10 Aug 1994 15:27:14 GMT  
From: netcomsv!netcom.com!marchbg@decwrl.dec.com

Subject: Vanity Callsign Update ???  
To: info-hams@ucsd.edu

Anybody here anything on the FCC's vanity callsign issue? This has been quiet for some time. What's the current status??

--

Marc Grant

Home: marchbg@netcom.com

Telephone: 214-205-4593

Office: marchbg@esy.com

Amateur Radio N5MEI

"The road to enlightenment is chuck full o' potholes"

-----  
Date: Fri, 5 Aug 1994 11:40:44 GMT  
From: news.bu.edu!gw1!nntpa!not-for-mail@purdue.edu  
Subject: What HF antenna for Ford Explorer?  
To: info-hams@ucsd.edu

Questions for anyone with an HF mobile installation in a Ford Explorer or similar vehicle -

I'm concerned that the high back of the vehicle overlaps too much of a bumper mounted whip antenna for the antenna to radiate effectively. Is this really a problem or have you found a different (better) mounting arrangement? Is anyone using a front bumper mount? If you use a rear bumper mount, does the antenna get in the way of opening the rear door?

Are mobile antennas reasonably close to 50 Ohms or do you find it necessary (helpful) to use an antenna tuner?

Finally, do you have any specific antenna recommendations. There sure are a wild variety of antennas advertised.

73, Ken AC1H

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Date: Sat, 6 Aug 1994 00:10:41 GMT  
From: ihnp4.ucsd.edu!dog.ee.lbl.gov!agate!howland.reston.ans.net!news.ans.net!sitka.wsipc.wednet.edu!egreen!egreen!jmollan@network.ucsd.edu  
Subject: What HF antenna for Ford Explorer?  
To: info-hams@ucsd.edu

In article <Cu28Fx.JDF@nntpa.cb.att.com>,  
-tentarelli k.d. <g8@mvuss.mv.att.com> wrote:  
>Questions for anyone with an HF mobile installation in a Ford  
>Explorer or similar vehicle -  
>

>I'm concerned that the high back of the vehicle overlaps too much  
>of a bumper mounted whip antenna for the antenna to radiate effectively.  
>Is this really a problem or have you found a different (better) mounting  
>arrangement? Is anyone using a front bumper mount? If you use a rear  
>bumper mount, does the antenna get in the way of opening the rear door?  
>  
>Are mobile antennas reasonably close to 50 Ohms or do you find it  
>necessary (helpful) to use an antenna tuner?  
>  
>Finally, do you have any specific antenna recommendations. There  
>sure are a wild variety of antennas advertised.  
>  
>73, Ken AC1H

After using a number of mounting systems, I have come to the conclusion that nothing really beats a properly installed bal mount. I'm sure your explorer would not like the sheet metal damage though. I have used ball mounts successfully with VW buses and a Chevy Suburban.

I've had less success with bumper mounts, too much shielding.

There was a neat roof mount shown in some magazine some months ago. It involved using 4 vhf style magmounts spaced about 18 inches in a square to support a center rack of an hf antenna mount. I've never actually tried this, though.

Most mobile antennas run an impedance lower than 50 ohms. Unless you use a tuner your bandwidth is ridiculously low, especially on 80 and 40.

Have fun.

73, John  
AE7P

-----  
Date: 10 Aug 94 10:38:30 -0500  
From: news.cerf.net!gopher.sdsc.edu!news.tc.cornell.edu!  
travelers.mail.cornell.edu!news.kei.com!yeshua.marcam.com!zip.eecs.umich.edu!  
newsxfer.itd.umich.edu!europa.eng.gtefsd.@@ihnp4.ucsd.edu  
Subject: Which code learning method? Why?  
To: info-hams@ucsd.edu

In article <3285m0\$1j7@masala.cc.uh.edu>, djenkins@jetson.uh.edu  
(David Jenkins) writes:

> I took my Technician written tests Saturday (passed--yay!), but seeing all

> those guys with their tricky gear...

[snippity, snip]

Tricky gear? What gear Dave?

> When I changed back to 6/13, all was well once again. My theory is that the  
> faster character speed is giving me more dead air time between characters to  
> figure out the character, and that dead time is absent when the word and  
> character speeds are equal--what do you all think?

Me thinks this is what Farnsworth is all about...

> Anyway, here are my questions: should I continue with Farnsworth method?

Definitely so, Dave. At least IMHO.

> If so, what are the recommended speeds for initial learning? Is there any  
> difference between 5 wpm "standard" and Farnsworth set to 5/5?

No cuz it ain't Farnsworth if the character speed and the spacing are the same. The Farnsworth method lets you hear the characters at a faster speed but with a wider spacing. Eventually you decrease the spacing but keep the character speed up and your overall speed increases.

Many people [it seems to me] think that they can learn the code overnight. Then when they don't, they give up and claim they can't learn it. I have heard of people learning it in short order but most of the classes I have taught seem to keep it at a comfortable pace and takes about eight weeks to learn all the characters required to pass the 5WPM amateur exam. Most folks left my sessions copying at about 7 or 8WPM. This is with no prior knowledge of code. And, yes the Farnsworth method is always employed--starting off with 15WPM character speed and 5WPM spacing. Before the VE program started up and when one person General Class or higher could give the exam, on the eighth week of training I would give my students a "practice" exam. Anyone passing the "practice" exam was delighted to know that it wasn't practice at all but the real thing. Took the pressure off and about 98% passed. [Stats mine--just an educated WHAG] Too bad we can't do that today.

I almost got beat up by one YL who took her code exam at a VE session I worked. I looked at her solemnly, with CSCE in hand, and told her, "I'm sorry....but.....YOU PASSED!" So, you know there's a lot of pressure.

> And finally, if there \*is\* a difference, when I take the 5 wpm test, will  
> that be the same sound as the "standard" or Farnsworth 5 wpm offered by the  
> Morse Tutor program?

I believe you will hear 5WPM at 5WPM at the exam session.

> Oh, and one last thing: are there better PC Morse learning programs than  
> Morse Tutor?

There are other programs out there. I use Super Morse myself. Morse Academy is a good one too I'm told. I'm sure there are some ftp sites where you can find this software to try for yourself. Wish I could be of more help where that is concerned.

Good luck to you Dave. It doesn't take luck but perserverence. Try listening on a shortwave or amateur receiver too after you've learned all the characters. Headphones work great. I use them to test candidates. You may find other VE teams that use them too. I never used them in any of my tests to obtain my licenses. Guess cuz they weren't available at the sessions I attended. But either way, good luck!

73 de WK1V  
-jim-

-----  
Date: Wed, 10 Aug 1994 05:10:47 GMT  
From: ihnp4.ucsd.edu!dog.ee.lbl.gov!agate!howland.reston.ans.net!usc!nic-nac.CSU.net!channel.ecst.csuchico.edu!csusac!csus.edu!netcom.com!  
carreiro@network.ucsd.edu  
Subject: Which HAM callsign CD ROM is best?  
To: info-hams@ucsd.edu

I'm looking for inputs from anyone on which CD ROM containing Amateur call signs is the best. I am particularly interested in the quality and ease of use of the corresponding search utilities with these CD ROMS. I'm looking for the most powerfull search utility available. I have seen some of these CD ROMs and am disappointed in the limitations in the search utilities.  
Thanks in advance.

Paul N6HCS  
carreiro@netcom.com  
N6HCS @ N0ARY.#NOCAL.CA.USA.NA

--

carreiro@netcom.com  
N6HCS@N0ARY.#NOCAL.CA.USA.NA

-----  
Date: 10 Aug 1994 15:19:46 GMT  
From: news.cerf.net!gopher.sdsc.edu!nic-nac.CSU.net!channel.ecst.csuchico.edu!



yeshua.marcam.com!zip.eecs.umich.edu!newsxfer.itd.umich.edu!gatech!news-feed-1.peachnet.edu!news.duke@ihnp4.ucsd.edu  
To: info-hams@ucsd.edu

References <327st3\$c4m@athos.cc.bellcore.com>, <bote.776459059@access2>,  
<328o88\$7ta@chnews.intel.com>t.csu  
Subject : Re: CB's is possessive; CBs is plural

In article <328o88\$7ta@chnews.intel.com> Cecil\_A\_Moore@ccm.ch.intel.com writes:

>In article <bote.776459059@access2>,  
>>

>Mr. Webster says: "apostrophe - a mark ' used to indicate the omission  
>of letters or figures, the possessive case, OR THE PLURAL OF LETTERS OR  
>FIGURES." We had the same discussion regarding the plural of 73.

>  
>73's, Cecil, KG7BK, 00TC (Not speaking for Intel)  
^^^^

"Best Wisheses?"

You're weird, Cecil. ; -)

-joe

--

"When personal freedom's being abused,	"In Canada we have something called
you have to move to limit it."	multiculturalism - you will find the
	whole spectrum of races living in
- U.S. President Bill Clinton, 1994	Toronto's slums." -A Canadian

-----  
Date: (null)

From: (null)

Agreed. Mine has a serial number of over 42,000. Do you think they  
really made 42,000 of them?

73,  
Bob K2PH

--

-----  
Bob Schreibmaier K2PH | UUCP: ...!att!mtdcr!bob  
AT&T Bell Laboratories | Internet: bob@mtdcr.att.com  
Middletown, N.J. 07748 | ICBM: 40o21'N, 74o8'W  
-----

Date: Wed, 10 Aug 1994 13:30:09 GMT  
From: news.cerf.net!gopher.sdsc.edu!news.tc.cornell.edu!  
travelers.mail.cornell.edu!news.kei.com!yeshua.marcam.com!zip.eecs.umich.edu!  
newsxfer.itd.umich.edu!gatech!wa4mei!ke4zv!@ihnp4.ucsd.edu  
To: info-hams@ucsd.edu

References <benacpCu8uFJ.1A8@netcom.com>, <1994Aug9.133027.9422@ke4zv.atl.ga.us>,  
<benacpCuAy74.241@netcom.com>esh  
Reply-To : gary@ke4zv.atl.ga.us (Gary Coffman)  
Subject : Re: Car warrantee and 2m radio

In article <benacpCuAy74.241@netcom.com> benacp@netcom.com (Peter P. Benac)  
writes:

>  
>Gary,  
>  
> In 20 years of EMS I have spec'd dozens of ambulances. There is nothing in  
>the chassis that would prevent RFI from reaching the cars computer. The  
>chassis is with two exceptions the same chassis used in any van. Those two  
>exceptions are the suspension and the federally required dieasel engine.  
> ^^^^^^^^^^^^^^^^^  
> Ambulances are not built by the auto manufactures but by refitters and they  
>do not provide any special shielding.

Ahem, this is why I put special "equipment" in quotes. Diesel engines  
don't generally \*have\* an ECC. On fleet vehicles that do require an ECC,  
IE gasoline engine powered, extra shielding is fitted as necessary. If  
there is no ECC, the ECC can't suffer RFI. QED

Gary

--

Gary Coffman KE4ZV		You make it,		gatech!wa4mei!ke4zv!gary
Destructive Testing Systems		we break it.		uunet!rsiatl!ke4zv!gary
534 Shannon Way		Guaranteed!		emory!kd4nc!ke4zv!gary
Lawrenceville, GA 30244				

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Date: Wed, 10 Aug 1994 04:37:52 GMT  
From: ihnp4.ucsd.edu!dog.ee.lbl.gov!agate!howland.reston.ans.net!usc!nic-  
nac.CSU.net!charnel.ecst.csuchico.edu!csusac!csus.edu!netcom.com!  
benacp@network.ucsd.edu  
To: info-hams@ucsd.edu

References <31m6iv\$f94@news.bu.edu>, <benacpCu8uFJ.1A8@netcom.com>,  
<1994Aug9.133027.9422@ke4zv.atl.ga.us>e  
Subject : Re: Car warrantee and 2m radio

Gary,

In 20 years of EMS I have spec'd dozens of ambulances. There is nothing in the chassis that would prevent RFI from reaching the cars computer. The chassis is with two exceptions the same chassis used in any van. Those two exceptions are the suspension and the federally required diesel engine.

Ambulances are not built by the auto manufactures but by refitters and they do not provide any special shielding.

Pete

Gary Coffman (gary@ke4zv.atl.ga.us) wrote:

: In article <benacpCu8uFJ.1A8@netcom.com> benacp@netcom.com (Peter P. Benac) writes:

: >

: >OK Guy Elementry Electronics: You cars engine is the most unshielded  
: >electrical device in the vehicle. It does not interfere with the cars  
: >electronics.

: Nor does it put out 50-100 watts of VHF or HF energy in close proximity to  
: the ECC. That's a different magnitude and frequency range from that which  
: the vehicle control electronics are designed to withstand.

: >The next time you folks get stopped by our nations finest look at the  
: >car that stopped you. VHF ( 155 mhz) UHF (800 mhz), computers under the  
: >hood and in the passenger compartment. Light bar on the roof (hell my light  
: >bar interefered with my two meter rig before I fixed the light bar), Flashing  
: >head lights.

: >

: >If your still coherent enough after you get into a wreck or have a heart  
: >attack worrying about car warantees, check out the ambulance that arrived.  
: >Five times as meny lights as the police car and an small repeater on board  
: >to boot.

: >

: >Before you say it. THERE IS NO SPECIAL EQUIPMENT ON AND AMBULANCE TO PREVENT  
: >RFI. Unless a cop, firefighter or paramedic is a ham or Cb'er they don'y even  
: >know what RFI is.

: In fact there \*is\* special "equipment" on a police car or ambulance to  
: protect it from these expected RF emissions. Fleet vehicles marketed to  
: police and public safety agencies are \*factory\* prepared for this service.  
: That preparation takes several forms, most not obvious to the eye. The  
: important thing to know is that these "police package" vehicles are  
: designed to be sold into this market, and are tested and engineered to  
: work with the normal communications equipment used in these vehicles.

: More mundane vehicles sold to the public generally \*aren't\* so engineered  
: or tested by the factories. If you can buy a "police package" auto,  
: it'll work fine with your electronics. If the vehicle you buy is not  
: intended for this service, it may or may not work fine.

: Honda has \*no\* fleet sales program at all, and doesn't market to public  
: safety agencies. The Toyota Camry, the vehicle that seems most prone to  
: damage from 50-100 watt VHF transmitters, is not marketed to police  
: either, and the written warrantee disclaims any liability in case you  
: fit a high power VHF radio in the vehicle.

: >Any car manufacture that tells you radio will void the warrantee is full  
: >of fecal matter. If GM a GM dealer tell you this drag his fat arse down  
: >to the local police station and ask him to explain that warantee again.

: Actually, GM \*does\* warrant their vehicles for two way radio use. They're  
: the only manufacturer who does that for their full line of vehicles. They  
: also offer factory assistance, and installation guides. They're definitely  
: the good guys in this respect. Some of the dealers, independent businessmen,  
: may not be aware of this unless they do fleet sales, but the zone rep  
: certainly is, and a call to him will straighten the dealer out.

: On the other hand, some other manufacturers only warrantee their fleet  
: sales models, designed for service where two way radios will be used,  
: for radio installations. And in some cases, their ordinary passenger  
: vehicles have neither been tested nor engineered to the same standard.  
: If you buy one of their models that they also sell to police, a Ford  
: Crown Victoria for example, then it will be fine. But if you buy something  
: not sold into that market, say an Escort, it may or may not be fine with a  
: powerful VHF signal in the cabin.

: >As for the guy who was out 1200 dollars because his engine happen to blow  
: >at the same time as he transmitted - Ask him to get that policy and writing  
: >and then hand it to his lawyer. My lawyer called me earlier today and ask  
: >me to read this thread. I assure you he enjoyed the laugh.

: He'd better not laugh too loud. Toyota puts it in writing at the time of  
: the sale that the vehicle warrantee is void if you put two way radio  
: equipment in it. You agreed to that when the sales contract was signed,  
: whether you read the fine print in the warrantee book or not. Ignorance  
: is no excuse under the law. Toyota ECC systems are \*not\* RFI proofed  
: against high power VHF signals, and \*can\* blow up if one is present  
: in the cabin with the ECC. And the thing \*does\* cost \$1200 over the  
: parts counter. (That's robbery, of course, but your only alternative  
: is the junk yard.)

: Nor can your lawyer friend bring a case based on a general merchantability  
: and fitness implied warrantee because the vehicle is not marketed for

: carriage of that type of equipment, and you are explicitly \*warned\* not  
: to attempt to do so. (Actually, a lawyer can sue for any reason, or no  
: reason at all, but his chances of winning aren't very good in this particular  
: case unless he gets a Menendez brothers jury.)

: >If the dealer you go to tell you the warantee will be voided, tell him to  
: >kiss you arse as you leave his business.

: Now \*that\* sentiment I agree with. The only way to get more manufacturers  
: to do the necessary engineering and testing is to hurt them in their  
: pocketbooks through lost sales. Be sure to tell them \*why\* they lost  
: the sale too. Don't just tell the dealer, tell the zone rep too. It  
: \*may\* do no good, amateurs are a small segment of the auto market, smaller  
: than the public safety fleet market that such manufacturers are \*also\*  
: ignoring, but it \*may\* help.

: Gary

: --

: Gary Coffman KE4ZV		You make it,		gatech!wa4mei!ke4zv!gary
: Destructive Testing Systems		we break it.		uunet!rsiatl!ke4zv!gary
: 534 Shannon Way		Guaranteed!		emory!kd4nc!ke4zv!gary
: Lawrenceville, GA 30244				

--

Peter P. Benac  
North Winds Systems, Inc

Specializing in Custom Data Communications Solutions for DOS and Unix  
Voice: 1-315-598-9212  
Compuserve: 74151,2703  
Internet: benacp@netcom.com

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End of Info-Hams Digest V94 #897

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